



## CONGRATULATIONS CAPTAIN



Commissioner Miller congratulates Captain Edward L. Forrest of Survey and Plans upon the active part he played in the recent defeat of Axis armies in North Africa. The Highway Service Flag is seen in the background.

## Fighter Planes and Ack-Ack Make it Hot For Highway Flyer Bombing Axis

"Only once were we able to bomb our target without plenty of enemy opposition, and that happened one stormy day over Bizerte. At all other times we were harried by accurate anti-aircraft fire and strong fighter formations." And then, as if by afterthought, "Somehow or other we always managed to reach our objective and return to base."

The speaker was Captain Edward L. Forrest of our Construction Division who had just arrived from North Africa following the unconditional surrender of the German and Italian armies in Tunisia. On his chest were ribbons symbolic of service in the Pacific, European and African campaigns.

Somewhat abashed he admitted to having received the Distinguished Flying Cross and Air Medal with nine oak leaves, tributes to his many exploits. And then, lest undue importance be attached to these citations, he assured all that, "everybody gets them."

As Squadron Navigator for a flight of Flying Fortresses, Eddie Forrest has played a major role in bombing France, Italy, Sardinia, Sicily and Tunisia. Prior to that he had been the Navigator of a bomber that sank a Jap submarine in the Pacific. All in all he has been on fifty successful combat missions and has come home without a scratch, although he has seen members of his crew killed and wounded.

Had he felt apprehensive about any of these bombing missions? Sure, all of them, after the first thirty. "You see," he explained, "It is customary to get a furlough after thirty combat flights. So when they kept sending us out after we reached our quota, it was natural that superstitions should work on the boys a little bit. But once we took off we'd forget everything but the business at hand until we got back to base."

At this point Eddie put in a good word for the American Red Cross. He told how they were always on hand with hot coffee and doughnuts to greet all returning flyers, no matter what the hour or where the base was located. "They are always on the job, day and night—and a swell job they do too."

Every now and then a new question joined the group and soon Captain Forrest was surrounded by interrogators. Questions flew from all directions. How high do you go in over your target? Do you always use oxygen? Can you follow the bombs down to the target? Are the German planes better than ours? Etc., etc. To each of these and similar questions, Forrest gave clear, concise answers. Sometimes he apologetically explained that he was not

supposed to say, and hoped that you would understand.

And so it ran. For nearly an hour the "home front" bombed the Axis in fancy, as Eddie answered question after question; told how the Navigator watches the drift as the bomber nears its target, and how the bombs, by reason of their forward velocity, remain almost directly under the nose of the plane until the strike. Together we plunged through clouds to evade pursuing fighter planes, and flew by dead reckoning over vast expanses of ocean. If Captain Forrest tired of answering questions he was too much of a gentleman to show it. But it is just barely possible that before it was over he wished that he were back in some nice combat zone with nothing but the enemy to worry about.

Eddie came to the Highway Department in 1939 as a chairman and shortly thereafter became a Junior Engineer. Since entering the Air Corps he has taken and passed the examination for Assistant Civil Engineer, the grade he now holds.

Forrest was commissioned a 2nd Lieutenant in April, 1941 and subsequently promoted to the rank of 1st Lieutenant last August. In April of this year he received his latest promotion to Captain.

Eddie is the son of Mr. and Mrs. Frederick D. Forrest of River Road, Trenton and the nephew of Colonel Herbert D. Forrest, Commander Overseas Area and Post Executive Officer at Camp Dix. Two aunts, Mrs. Ann Mets and Miss Alice Forrest are known to many Highway employees as members of the Civil Service Commission office force.

Before the interview ended it was disclosed that Captain Forrest had one burning ambition. To bomb Berlin? Well that would be nice. But right now he thinks it would be wonderful to cross an ocean sometime—by BOAT!

## Gov. Edison Sends Congratulations

July 1, 1943

Dear Mr. Davis:

My congratulations to you and your assistants on the completion of the first year of publication of "The Highway." I feel certain that this monthly publication has been a welcome innovation for the Highway Department's thousands of employees.

Sincerely yours,

Charles Edison,  
Governor.

## The Highway Completes First Year HAS AIDED IN UNIFYING DEPARTMENT

The publication of this issue marks the end of the first cycle of "The Highway" and the commencement of second. A year ago when we decided to issue a monthly journal for the employees in the State Highway Department, I suggested a three-fold purpose for this new venture:

- (1) A medium for the dissemination of department policies;
- (2) A chronicle of our contribution as a department to the War effort;
- (3) A record of the individual achievements of our employees.

Through the past twelve months this publication has fulfilled beyond our expectation this three-fold purpose. It has given us all a better understanding of the activities of the employees of the department, and a new sense of pride in our department; it has emphasized those matters which are paramount to us all in the winning of the War. It has done more! It has given to the employees of the State Highway Department on our far-flung fighting fronts a sense of belonging to a department which is seeking to keep the "highway front" in close contact with the production front at home. Since "The Highway" was launched, our employees who have joined the armed forces have increased from 186 to 362. To each one in the service a copy of our publication has gone wherever they have been. From the four corners of the earth literally there have come letters of warm appreciation of this publication, which alone would have justified this venture.

But it's justification rests upon the most substantial of other grounds, namely, of keeping us all working together as a team in the maintenance of the vital services of the department during the war crisis and preparing energetically and imaginatively for the uncertain days ahead.

But no reflections in the First Highway Cycle would be complete without a word of commendation for the devoted services of W. Carman Davis, the Editor, and his associates or reporters in the various divisions. He and they have not only done a competent job in getting the news but have presented it most effectively to the readers. The format of "The Highway" has been in keeping with the wartime needs; simple but adequate.

As "The Highway" begins its second cycle in the midst of a Global War, we all wish its editor, and his associates a full measure of success in serving to keep "The Highway Front" in close contact with the "Fighting Front."

Spencer Miller, Jr.

State Highway Commissioner.

## CARELESS DRIVERS KEEP THEM BUSY



Repairing the damage caused by auto accidents keeps these sign men on the job throughout the year. Experts in their line, which includes sand blasting, paint spraying and lettering, these men are now doing double duty while their comrades are serving with the Armed Forces of the United States. From left to right are: Oliver H. Bearce, Clifford (Abe) Martin, Homer Rogers and Alfred Reed.

## 10 YR. CLUB TO HOLD BUSINESS MEETING

A regular meeting of the Ten Year Club will be held in the Highway Department Commission Meeting room in the State House Annex on Monday evening July 19, at 8 P. M.

The meeting should prove interesting and entertaining to the membership for in addition to a short business session with voting in of new members, the winning shares will be drawn for the several War Bonds. It is also hoped to have a veteran on leave address the meeting on experiences abroad.

## Ten Year Club Opposes Abuse Of Sick Leave

Since its inception in 1930 the Ten Year Club has always been a force for good in the Department and succeeding administrations have recognized this worth in their contacts. At this time the organization is comprised of 700 men who have a service record of ten or more years in the Department and they are bound by a creed of loyalty and good fellowship. Lately the objectives were broadened to include the matter of employees welfare—not in a grievance manner, but as a conference group. The welfare committee is not unmindful of the fact that its real duty lies in the field of improving departmental relations wherever possible, in promoting loyalty and attaining improved morale, in offering helpful suggestions and in conferences to work out problems of mutual interest. We believe in rewarding service and our 20 and 25 year service awards attest to this in a material way. We do not condone the abuse of any law, regulation or privilege since it is inconsistent with a spirit of loyalty.

We were somewhat surprised to learn that sick leave privileges in the Department were being abused by an appreciable minority. This leaves a number of us with a feeling of righteous indignation for we have not taken advantage of our sick leave accumulation. We wish to go on record as being unalterably opposed to the practice and wish to suggest that "The Highway" carry on a continuing campaign of education in an effort to curb the abuse.

Signed: WELFARE COMMITTEE

## One-car Accidents Destroy Many Signs

Cold statistics are not needed to convince Maintenance Supervisor Earl L. Storer and his crews that "one-car accidents" are on the increase. They calculate totals when collecting the fragments of smashed state property.

The one-car type of crash generally means that a single occupant of a machine mows down a string of traffic signs or lands against the telephone pole, usually during the night. In a few cases the wrecked car is still at the scene the next morning but generally the only evidence is twisted and fractured metal.

Various explanations are given for the increase in this recent phenomenon. One theory is that the 35-mile speed limit becomes monotonous and induces sleep. Another is that the slower travel rate keeps "long-distance" drivers on the road for longer periods and they become fatigued. Still a third school explains that war workers returning from hard labor cannot retain control of their cars.

At all events, records of the State Police for six months show that of 1,184 accidents, the "one-car" accounted for 496.

As the result of the crack-ups the Highway Department sign maintenance men have been called upon to replace 287 cast iron signs in a single year. They have also had to put up innumerable posts, extension route markers and "stop street" warnings.

This is in addition to many minor repairs made to signs by maintenance field forces in the course of their day-by-day activities.

The sign maintenance men who work in all parts of the State have as their foremen Horace Carl and Frank Lewallen.

The U. S. Army, in casting about for good men, has called

(Continued on Page 3)



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees.

W. CARMAN DAVIS, Editor

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## MANY THANKS

There seems to be some doubt as to just when a monthly publication is a year old. Some of our best friends stoutly maintain, and no doubt correctly, that the first birthday should be celebrated 365 days (neglecting of course the possibility of leap year) after the date it first went to press, while others just as steadfastly argue that the twelfth issue rounds out the first year and that the cake should be cut at that time.

Belonging to the second school of thought, it occurred to us that despite the fact that THE HIGHWAY first saw the light of day in August, the July issue would be the proper place to thank our many friends and co-workers for all of the nice things they have done during the past year.

First on the list is the great body of Highwaymen scattered throughout New Jersey's twenty-one counties and in our Armed Forces. This group, remotely located from the hub at Trenton, have by their acceptance of THE HIGHWAY dispelled many of the doubts which filled the minds of those who conceived the idea of this paper, as well as those entrusted with the job of publishing it. By constructive criticism, little suggestions, letters of encouragement and a flood of contributions you have made THE HIGHWAY your paper.

The second group to whom much credit is due is the Contributing Editors. Without exception these men have worked hard to see that no group within this great Department has been unrepresented. They have played no favorites and by their intelligent covering of the news have done much to make THE HIGHWAY possible.

Next in line come the many division heads who through their ever-willing cooperation have made seemingly difficult assignments relatively easy, and who have tipped us off to many a good story that might otherwise have gone unwritten.

Last but far from least, we wish to thank Commissioner Miller and Mr. Connett who despite their acknowledged ability in the world of letters have been tolerant of more feeble efforts, and who have put aside pressing matters time and again to lend a helping hand.

As we look forward to the next year we cannot help but think that what started out as a rather "corny" little paper is still just that. But it is nice to know that today THE HIGHWAY is the paper of Highwaymen everywhere in more than name only. This fact we deeply appreciate. Many thanks.

## SNAPPED AT FERNWOOD



Not even the interruptions of such persistent advisers as Merton Lawrence, Tom Gadsby and Herman Kramer can deter Gene Beckner from the job at hand. And we might add that it appears that even Beckner's industriousness cannot deter the other three. But it is all part of a day's work at the Fernwood Victory Gardens where everyone is determined to raise bumper crops.

## Employees Association Incorporates

The State Bridge Employees Association will henceforth be officially known as The State Bridge Employees Assc., Incorporated, as the result of recent action on the part of its membership. To comply with the law it was necessary to

appoint thirteen Trustees. These men were chosen from bridge operators and attendants throughout the State.

P. R. Stuerman, Secretary of the association reports that several new members were taken in at the last meeting and suggests that those who desire to affiliate with this organization may write him at 921 Bay Ave., Point Pleasant.

## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

### Equipment

Mahaney, James A. .... Army

### Maintenance

Amerman, Chester ..... Army  
Bennett, Arthur ..... Army  
Case, C. Willard Jr. .... Army  
Doherty, Charles ..... Army  
Frascella, Anthony ..... Navy  
LaBarre, Randolph ..... Navy  
Pesaniello, Attilio ..... Army  
Romano, William ..... Army  
Stillwell, Harry ..... Army  
Van Schoick ..... Army

## News From the Boys In the Service



### TECH. SGT. STEFANACCI

TECH. SGT. LEO STEFANACCI writes from "somewhere in Alaska" that he has received a check from the Department and "with that check I am going to buy War Bonds and be of more use to my country."

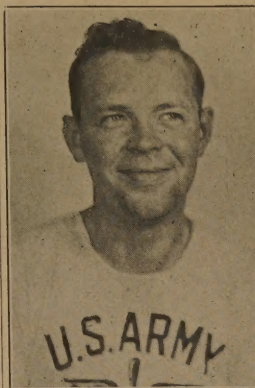
Stefanacci, who was a member of the National Guard has been in the Army since Sept. 1940 and is at present enjoying the companionship of two other Highwaymen, Bill "Skip" Garrison and Ben Cortese. He promises to send a picture of the three of them as soon as one is taken.

As can be seen Sgt. Stefanacci is a musician and is a member of the band of the 177th Eng. G S. (APO 3113, c/o Postmaster, Seattle, Wash.) He is another who likes news from home. To use Leo's own words, "I receive THE HIGHWAY each month and enjoy it greatly."

TECH. SGT. JOSEPH S. BARAGONA, H & S Co. 104th Eng. Combat Bn., Amphibian Training Forces, Fort Ord, Calif., writes, "Having been in the service since Sept., 1940, much has happened in the Highway Department that is of interest to me. The first 18 months I was stationed at Fort Dix and could drop into the Montclair office when on pass. Since Dec. 7th, 1941, I have covered much ground and have had to depend on THE HIGHWAY to keep informed. It is a treat to receive it when you are so far away from home and read about the doings of my former co-workers. It is a source of great pleasure to me and to the other Highway employees now in the service."

**Servicemen —** When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

## In Air Corps



### SGT. WM. A. HUDSON

WILLIAM A. HUDSON, Electrical Division is now with the Army Air Corps at Wendover Field, Utah where he is undergoing intensive training preparatory to joining other bomber units in the night and day assault on the Axis. Bill says that he is now a sergeant and has been officially designated as Flight Engineer on a Flying Fortress. Recently he came East on furlough and spent some time visiting his friends in the department.

SGT. JOSEPH MURRAY, who before his entry into the Air Corps was in charge of electrical repair at Fernwood writes from Africa, "I just received the May issue of THE HIGHWAY and it was like receiving a personal letter from my friends, and believe me when I say that any news from home is worth its weight in radium."

"Things have eased up a little in North Africa and I have a little more time to myself but that will last only a short time I hope. Well the planes are coming in for a landing. From here I can see that they are all in good shape. I must hurry out on the field and get to work. Keep THE HIGHWAY coming to all the boys."

Joe's address is 515 Bomber Sq. 376 Bomber Group, APO 681 c/o Postmaster NYC.

JERRY IANNACCONE of the Electrical Division, in a recent letter to his supervisor, Don Henderson, states that he has arrived safely in North Africa after an uneventful trip which lasted thirty days. Says Jerry, "I would like to tell you of the work that I am doing but censorship forbids it. I would appreciate it very much if you will please mail me THE HIGHWAY as it makes interesting reading and I will be able to keep up with events." Jerry can be reached as follows: 70th Naval Const. Bn. Co. D, Platoon 2, c/o Fleet Post Office, New York City.



### LT. GEORGE KRAUS

The "pilot" seated in the fighter plane is none other than Lieut. GEORGE KRAUS of Projects. George doesn't fly but there is no law against posing for an interesting picture. At present he is stationed in Alaska. Those who plan to write him in the near future should address their letter as follows: 1st Lieut. George Kraus, 2nd Bn. Hq. 349th Eng. Reg. G. S., A.P.O. 980 Postmaster, Seattle, Wash.

## Highway Department Civil Service News

### Promotion test:

Senior Paymaster—Salary \$2160-\$2700 per annum. Open to paymasters in the State Highway Department resident in the State of at least 12 months immediately preceding the announced date for the test. (Thurs., July 15th, 1943.)

## Fire Destroys Home

Milton Thomas, member of Charles Carlisle's maintenance patrol on Route No. 49 in Cape May County, suffered a disastrous loss recently when his home at South Dennis was totally destroyed by fire.

Milt was not at home at the time, but Mrs. Thomas was at the home of her mother-in-law, next door when she looked out and saw the flames. She rushed into the house to rescue her small son, Edward, who was sleeping in a bedroom, and carried him to safety. She then summoned help but by the time it arrived the flames had entirely enveloped the house and it was impossible to remove furniture or clothing. Nothing was saved.

In an attempt to do what they could to alleviate the hardship incurred, Milt's fellow members of the South Jersey Highway Association got together and collected a purse of over \$100.00 which was presented to him. We extend our sincere sympathy to Mr. and Mrs. Thomas in their loss, but knowing the hardy type of individuals they grow down there in Cape May County, we wouldn't be surprised to hear that the house had been entirely rebuilt by this time.



### LT. CHAS. MCGINNIS

Another Highwayman from the 249th Eng. is Lieut. CHARLES MCGINNIS of Maintenance who sends the above photo from Alaska. By the looks of the rock Charlie is leaning against the beaches are nothing like those of New Jersey. McGinnis reports that he has completely recovered from the foot injury he sustained before joining the Army. His address is: Lieut. Chas. McGinnis, Co. F 249 Eng. APO 980 c/o Postmaster, Seattle.

## Murphy Fatally Injured

Private Thomas Murphy, of Trenton, on military leave from his employment in Earl Storer's sign maintenance crew, was struck and fatally injured by an automobile late Sunday night, July 4th, as he was walking on Raymond Boulevard in Newark to get a train at the Pennsylvania Railroad Station. He died in St. Michael's Hospital, Newark, the following day from compound fractures of both legs and a possible fractured skull.

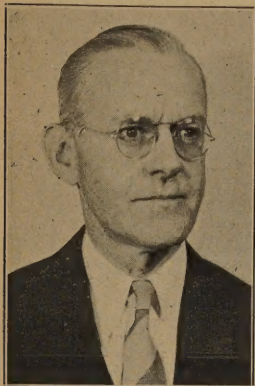
Private Murphy had been employed by the State Highway Department since May, 1926, and was inducted into military service in December of last year, and of recent months had been stationed at Fort Monmouth. During his employment with the Department he was a member of the crew under Foreman Frank Lewallen engaged in the erection and maintenance of directional and cautionary traffic signs. Our sincere sympathy is extended to his survivors.

**KEEP BUYING  
WAR STAMPS AND  
WAR BONDS**



## BRIDGE BRIEFS

A. J. LICHTENBERG



ARTHUR STETSER

Arthur Stetser joined the cost division of the department twenty-four years ago, and served progressively in the State labor, Maintenance and Bridge divisions, the latter claiming the major portion of his experience. He has been in the field twenty-two years and in accepting an offer as Resident Engineer on the Alaska Highway project, Arthur is satisfying a compelling outdoor urge, a desire to help his government and a genuine love for his work. We salute him.

A send off dinner was held for Stetser at Pauls Roma Restaurant in Trenton on June 2nd with L. C. Petersen as Master of Ceremonies. Chester P. Smith as committee chairman ably led the singing, while Geo. A. Hefferman in recalling a bit of the Yukon recited the "Shooting of Dan McGrew" with all the fervor and dramatic ability of a Barrymore. All members of the office force attended and paid individual tribute to Arthur. A brief case was presented as a material expression of regard. When last heard from Arthur had left Prince Rupert on the way to Skagway. May his leave be a fruitful one.

John J. Koffler, Senior Bridge Construction Inspector has received a leave of absence to accept a position as Associate Engineer with the U. S. Army Engineers on an expansion project in connection with a metropolitan airport. Jack has just completed his work in connection with the Passaic River bridge, Hudson and Manhattan Railroad, and we know that his zeal and aggressiveness will stand him in good stead in his new work.

George A. Hefferman is at the Miami Biltmore in Miami enjoying a well earned vacation and will return on July 12th. Golf, boating, fishing and dunking in the surf are on his program. We envy you, George.

**BRIEFS:** Leon Chatten doing a bit of recuperating from a recent operation . . . Paul Geiser busy with reports and nearly in sight of Whitehorse, Yukon Territory . . . Geo. R. Voorhees in production engineering department at Trenton's Eastern Aircraft as specification man . . . Pat McCullough an office visitor and cheerful as ever and thinking of the Merchant Marine . . . Stae Kanyuh now a resident of West Trenton and practically rubbing elbows with Frank Wilson and Marvin Howell, geographically speaking . . . Skipper and Mrs. Bissell visiting Trenton from their new home in Great Neck, L. I. . . J. F. Evans back and good as new after a recent sick spell . . . Alvah J. Hall, retired, in for a visit and a chat . . . J. H. Patrick back after a busy vacation . . . Al Herron taking up new work . . . M. D. Smith and Gus Ehlers office visitors . . . 1st Lieut. V. E. Williams in charge of a troop convoy in recent flood control project out of Camp Clairborne . . . Jim Whitehead dropped in on way to Eastern Aircraft job . . . Warrant Officer David R. Lawshe holding more than his own in Alaska . . . Fred C. Dileo enjoying the pine air at Browns Mills . . . "Mel" Vail in the office for a spell after his work on the Route No. 56—Beach Thorofare job . . . Sam Rankin, planner and estimator for 3rd Naval District working every day between New York and New London . . . Happy birthdays to Marcell Ludasy on July 3, Samuel M. Rankin on the 18th and Phil H. Burch on the 21st . . . If you bridge men will tell me, I'll print it.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Charles Cherry, Fernwood Mechanic for the past nineteen years, passed away at his home on Whitehorse Ave., Trenton, on June 12th. Charlie was working in his garden when he was seized with a heart attack and succumbed almost immediately. A veteran of the last war, where he served as a machine gunner with the Lightening Division, Charlie was one of the best liked men in Fernwood and he will long be missed by his co-workers. He is survived by his wife, Mrs. Lorna Cherry and a son Charles, Jr., aged twelve years, to whom we extend deepest sympathy.

William Herbert, for many years the driver of General Solicitor Benj. C. Van Tine, has accepted employment with the U. S. Signal Corps (Civilian Branch).

Word was recently received that Jack Boulder had been hospitalized for a short period somewhere in New Guinea but is now back with his outfit once more. Jack when not dodging Jap bullets is catching up with a few of them, but to date date he has not managed to beat the weather. "The heat is terrific," he writes.

Ed Crawford, while painting his house, fell from a ladder and landed—of all places—in a cactus patch! To make matters worse, the paint pot which went flying off into space, landed on Crawford's head, covering him with paint and causing quite a gash. At this writing Ed is gradually coming around. The cut is healing; most of the paint has been removed, and any day now he will leave at home the little pillow that he has used to pad the chairs he sat in—due of course to the cactus spines.

## Highwayman Wins Praise For Determination

Staff Sgt. Joseph De Puglio, formerly of H. D. Robbins Southern Construction District office, made the headlines in the Keesler Field News the other day; we quote: "Proof that a man can learn whatever he is determined to learn is found in the story of Staff Sergeant Joe DePuglio, court reporter in the post Judge Advocate's Office. Sgt. De Puglio is a man of varied accomplishment, but the striking thing about him here is that he has taught himself stenotyping since he has been a soldier at Keesler. Any secretary or court reporter will tell you that this art isn't the easiest thing in the world to master."



Staff Sgt. JOSEPH De PUGLIO

DePuglio, whose home is in Trenton graduated from Rider College in 1931. Most of his gainful employment has been with the State Highway Department, from which he entered the service in 1941.

His work at Keesler Field has been entirely that of a Senior Clerk and Court Stenographer. In fact he did all the court reporting from the date of his arrival in January 1942 until the staff of the Judge Advocate's Office was recently expanded.

Joe recently qualified for Officers Candidate School and expects to enter training for a commission in the near future.

## Name Contact Men For Blood Bank

Division representatives for the Red Cross Blood Bank were named by State Employee Chairman George A. Hefferman of the Bridge Division for the purpose of facilitating the enrollment of those who desire to participate in the July 12th to 16th plasma donations. Those who will cooperate with Hefferman are as follows:

Joseph Hunt, Electrical Div.  
Richard Snyder, Comp. and Claims.  
Margaret Beatty, Laboratory.  
Elgin Mayer, Auditing.  
Leah Matthews, Administration.  
Eugene Beckner, Maintenance.  
Alex Chen, Construction.  
Flavin Ireton, Real Estate.  
William Kirk, Right of Way.  
Frank Devereux, Equipment.

In an effort to further improve upon the fine record already established by public employees in responding to this great humanitarian movement, information desks will be set up in the lobbies of the State House, State House Annex, and in the State Office Building. Red Cross nurses will be in attendance at these points and will supply any information desired by prospective donors.

The response to this drive has been typical of the whole hearted manner in which State Highway employees have participated in other patriotic movements and Chairman Hefferman is confident that the July list of donors will exceed that of April, at which time 117 men and women of this Department each gave a pint of blood in the hopes of saving the life of an American fighting man.

## LABORATORY LINES

ABRAM WATOV

James Tuozzolo, Material Inspector has been granted a leave of absence to become an inspector of concrete for the United States Navy. He is now stationed at the Eastern Aircraft base (Trenton) of the Navy.

Pvt. George Goeller, Assistant Testing Chemist wrote an interesting letter to the boys in the Lab advising that the Chemical Warfare unit to which he is attached has arrived safely in North Africa. George certainly has the best wishes of all the boys in his new assignment.

Pvt. Sebastian Scolzitti, Material Inspector sends an interesting bit of news from Texas where he is stationed with the Army Sanitary Corps. Scolzitti says that the examination for Division Material Inspector finally caught up with him at Camp Fannin after chasing him over most of the Lone Star State. To quote Sebastian, "On my return from detached service at another camp 90 miles away, I was called to headquarters. There a Lieutenant gave me my oral exam after which I took the written in the colonel's office with the colonel, himself, acting as proctor. Some service!" Scolzitti adds that he hopes to come out well up on the list and thus improve his rating. We hope so, too.

On May 28th a class in inspection technique from Rutgers University witnessed a demonstration of laboratory testing apparatus. This group of twenty-five is but a part of a large number enrolled in the government sponsored war training course.

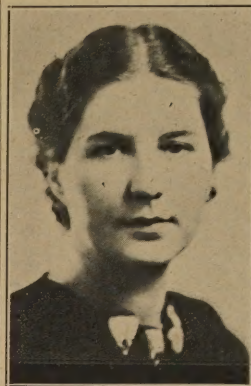
The demonstrations witnessed gave this class the opportunity of seeing the practical application of many of the theories studied in classrooms.

A recent visitor to the Lab, Edward Pollock, had many interesting things to relate about the Newport News Training Station. He is looking forward to active duty after a short furlough.

## Vito Bellino

It is with regret that we belatedly announce the death of Vito Bellino, a veteran employee of Foreman Lutz's crew. Bellino, who passed away on May 28th at the age of seventy-nine had been with the Department since August 1931. He is survived by his wife Mrs. Marion Bellino of 650 Third Ave., Elizabeth, to whom THE HIGHWAY extends sincere sympathies.

## Woman of The Month



HELEN F. TALLON

When one of our gals can romp home first in a field of 14 successful contestants in an examination for Principal Clerk-Stenographer, she has earned the title of woman of the month. Helen Tallon did just that and with a general average of 84.41. So she was interviewed. At the tender age of two, Helen adopted Trenton as her home and her activities have centered here ever since. Before her employment in the Highway Department in 1925 she served for four years as stenographer—also taking testimony at Board of Control investigations for the Department of Institutions and Agencies. In the Highway Department she has served successively under E. E. Reed, James Baker, W. T. Campbell, James Logan and presently again with E. E. Reed, Acting Assistant State Highway Engineer.

More recently she has been transferred to the office of Sivald Johansson head of the newly formed Planning Bureau. While at High School Helen sang over a period of several years with the Cathedral Choir, or as she said "until they found out what was the matter with it." For relaxation give Helen a good detective story, diagramless crossword puzzle, a chance to bowl or even a trip. She has bowled with the Highway Girls Bowling Team and has many trips to the Bahamas, Cuba and West Indies to her credit.

Six sweaters have rolled off her needles for the Red Cross and many surgical dressings have been made.

Joe Tallon, the other half of the family, will be well remembered as an employee of the Survey and Plans Division from 1923 to 1933. Joe enlisted in the Navy on May 26th and is now undergoing training at Camp Peary, Va. If you wish to meet a serious girl, and with it all, one with that saving grace of a sense of humor, meet Helen.

## ONE CAR ACCIDENTS

(Continued from Page 1)

from the sign maintenance crews John Goulding and Thomas Murphy of Trenton and William Staeger of Newark. They are now in the fighting forces. To cope with the mounting work under war-time handicaps there remain: Dorsey Schaible of Trenton; Stanley Schultz and Alfred Cramp of Camden; William Conti and Joseph Sferra of Newark.

The signs damaged through accidents also add to the troubles of the painters for the directional, cautionary, stop street and route markers under their care for routine attention are more than enough for systematic work without emergency calls. There are, in fact, more than 45,000 signs on the state road system and to the painting crews they must seem like millions.

The foreman, O. H. Bearce; Clifford Martin, Leon McVey, Alfred Reed, Homer Rogers and Kenneth may give substantiation to the assertion, McVey recently was honorably discharged from the army because of age.

During 1942, just as part of their work, they painted 6,197 cast iron directional and cautionary signs; 9,822 route markers; 1,680 of the 35-mile speed warnings; 744 of the route numbers to guide civilians in the event of air raids. 156 of the signs notified automobilists to dim their lights along the Atlantic seaboard.

F. A. REDDAN

## PROJECTS PARAGRAPHS

E. L. MEYER

Samuel G. Hann, our Projects Engineer for Sussex and Warren Counties, recently received his commission as Warrant Officer in the Navy.

He has been ordered to report to the U. S. Naval Construction Training Center, Camp Peary, Magruder, Williamsburg, Va.

Sam is the twenty-first of our men to go into the service and the sixth to join the Navy. He has been trying for a commission for some time and we're glad he made it.

In all probability Sam's territory will be taken over by a couple of the projects Engineers who have adjoining counties.

Commander Guido F. Forster, U.S.N.R., has completed his work at the Naval War College at Newport, R. I., but as yet we haven't his new address.

Our anxiety about our boys in Alaska has finally been somewhat relieved. Two recent letters from Sgt. Joe Aiello informs us that they are still working hard and that evidently there has been little or no action where they are.

Johnny Houman writes from White Horse, Yukon Territory, that the trip up there was most interesting and pleasant. It took him over two weeks to make it, and he found the accommodations at White Horse exceptionally good. He says the food in particular is good and very plentiful.

By now he probably has been assigned to some other post and we look forward to hearing more from him.

On Saturday, June 19th, Miss Ruth Harrison was married to William Patrick Moran at Holy Angels Church.

Ruth is one of our auditors and assists John Ruhman with his work. She expects to be back at her desk after a ten-day honeymoon.

## Maggie Hennessy's Victory Garden



MARGARET HENNESSY

Not all of our Victory Gardens are located at Fernwood. Up in Newark, at one of the world's busiest highway intersections, Margaret Hennessy is growing a large variety of vegetables, despite the advice received from a score of well-wishers.

If food could help win the war, Maggie reasoned, there was no reason for the land adjacent to the Highway building not producing its share. So she set to work with spade and rake to prove her contention. The result is most encouraging.

Miss Hennessy, incidentally, is one of our real veteran employees. She started way back in July, 1919.

## McCormack Honored

Wm. J. McCormack of the Highway Department's legal staff was signally honored on Sunday, June 20th, when he was elected President of the New Jersey State Elks Association.

Mr. McCormack was nominated for the office by James Driscoll of the Newark office, who was Vice President of the State Association in 1931, as well as being Past Exalted Ruler of the Orange Lodge.



## PRIZE DAHLIAS BY THE ACRE



Mr. and Mrs. Joseph Pino of Blue Anchor are famous for the prize dahlias they have raised and exhibited. Here they are shown surrounded by blooms ready to be loaded and trucked to nearby Philadelphia where they find a ready market for thousands each year. In a single day 5700 dahlias have been shipped by truck and more than 1000 sold at home.

## Turns Hobby Into Profitable Business

On a little twenty-two acre farm in Camden county, Joe Pino grows some of the finest dahlias in the United States, and from there they are shipped to all sections of the country. In fact, Joe's mailing list has numbered as high as 18,000 customers.

Perhaps we should have said that this enterprise, which started a good many years ago as a hobby, was the result of Mrs. Pino's enthusiasm, for Joe insists that she is the family expert.

It would be easy to agree with him in this respect when it is remembered that Mrs. Pino has not only been active in staging such flower shows as those held in Madison Square Garden, Wanamakers and in Fort Myers, but is in demand as a judge wherever dahlia fanciers gather.

Joe, himself, is a Mechanic's Helper in the Merchantville Garage with a record of over ten years service. Despite this and the duties of maintaining the dahlia farm, Joe has found time to serve three years as a member of the Regional High School Board, one year of which he was president. He is also a past president and for six years a member of the Winslow Township School Board, as well as being active in the Camden County Floracultural Association.

A son, Frank is in the Army and at present is stationed at the Valley Forge General Hospital with the rating of First Class Private.

### Officers Named

The officers of the State, County and Municipal Workers, CIO Local 446, representing some of the Highway employees of the northern section of New Jersey are as follows: Edgar Belber, president; Nelson Wiley, vice-president; George Venzio, secretary; Joseph Fisher, treasurer and Raymond Gallup, sec. at arms. These men are all employees of the Maintenance Division of the State Highway Department.

### Many Thanks

Because they think the Highway Department is doing a swell job, the Council of Fort Lee recently directed that the following letter be sent:

June 17, 1943.

To: State Highway Department  
From: W. S. Corker, Boro Clerk  
Fort Lee, N. J.  
Subject: Appreciation.

The Mayor and Council of the Borough of Fort Lee, at its meeting on June 16, 1943, directs me to express to the Highway Department its compliments on the manner in which the Park areas and other areas in Fort Lee have been beautified and maintained.

(Signed) W. S. CORKER  
W. S. Corker  
Boro Clerk.

It's nice to know that our efforts are appreciated, and even nicer when someone takes the time to tell us about it. Thanks Fort Lee, we aim to please.

### Highway Credit Union Elects Officers

At the organizational meeting of the State Highway credit union, held in the board room of the State House Annex, the following directors were elected for the balance of the calendar year:

Fred. M. Quinn, Pres.  
E. T. Osborne, Vice Pres.

Mary J. Filippini, Sec.

Chas. P. Ahr, Jr., Treas.

W. E. Beckner, Dir. Div. Repr.

F. A. Ireton, Dir. Rec. & Proj.

W. Carman Davis, Dir. Pub. and Education.

In addition to the above named directors and officers, the following were named to the Credit Committee which shall pass upon all loans:

Otto F. Seggel, Chairman

Harry Fowler

William Rogers

Arthur Lichtenberg

John Gieselman.

The Highway Credit Union, operating under a charter of incorporation issued by the New Jersey Department of Banking and Insurance on May 28th, has been created for the sole purpose of supplying employees of the Highway Department who work in, or on assignment from, the Trenton offices or Fernwood, with their own cooperative, financial institution.

### Tie for Highest Rank

IN the June issue of THE HIGHWAY it was reported that Lieut. Colonel Charles V. Dickinson had been promoted to the rank of colonel and that this made him the Highway Department's highest ranking officer. Dickinson has recently denied the honor and states that he is still a lieutenant colonel.

So revise your scorecards to read: Commander Guido Forster of Projects and Lieut. Col. Charles Dickinson of Maintenance are the Highway Department's highest ranking servicemen. Congratulations to them both.

### Cooperative Farming



Bugs won't eat up Al Cohen's potato crop if this daughter, Margery has anything to say about it. In fact it is help such as this that enables Al to take a breather now and then during a busy day at his Victory garden, one of the seventy at Fernwood.

## MAINTENANCE NOTES

GENE BECKNER

Uncle Sam's interest in the Maintenance Division Office has been extremely passive for some time now in regard to recruits for the Army and Navy, but he scored with a vengeance during June. Charlie Doherty, better known as "Doc," was called up and reported for duty with the Army on June 18th. Doc was given a farewell luncheon by his fellow workers at a downtown restaurant several days before he left and was presented with a handsome pen and pencil set by the office force. Not content with this, several of the fellows arranged to see him off on the train. Leaving with this same contingent of selectees was Harry Stillwell, of Earl Storer's traffic line painting crew. Just to make sure that both of these fellows got to Fort Dix safely, a reception committee was on hand to greet them when they arrived there. A certain World War I Sergeant headed this committee. Doc will be sorely missed by the Maintenance Division, for, in addition to his regular duties, he had been performing the bulk of Norm Horner's work since the latter's induction into the service way back in 1941. Here's wishing you luck, Doc!

Others in the office were affected more indirectly. Bill Kuhn, son of Tony, joined the Navy early in June and is now stationed at the U. S. Naval Training Station, Bainbridge, Maryland. It's hard to realize that this lucky "six-footer" is the same little fellow who was in and out of the office occasionally what seems like only yesterday. Bill has been lined up for Quartermaster training and we expect to see him with a rating before long.

Russ Geller's son, Dick, who was within about three months of graduating from Rutgers has been called up for active service by the U. S. Marine Corps. Dick has been a member of the Marine Reserves up at Rutgers and was called to report for officers training at Princeton University late in June. We can well imagine that Dick will be a fetching figure in that Marine uniform.

At about this same time Jim Dowling's son, Harry William was inducted into the Navy and has reported for training at a Naval Base in Maryland. By the way—its "Grandpop Jim" now. Jim's daughter, now Mrs. Ball, introduced a baby girl into the world down in Wilson, N. C. early in June. Congratulations, Gramp!

Peter Ehrhart, genial foreman in charge of the bridge painting crew, was the victim of a hit-and-run driver the other day while working on the Pulaski Skyway. Pete was standing by the side of the bridge when the vehicle struck him a glancing blow and ran over his left foot. X-rays disclosed a fracture and Pete has been laid up at home for some time. He is now reported well on the road to recovery and will be back on the job soon.

Got a note from Randolph Larre the other day. You will remember Randy as a prominent poetry contributor to some early issues of THE HIGHWAY. He has been inducted into the Navy and is now stationed at the training base at Bainbridge, Maryland. He reports that his training thus far hasn't left him much time to fool around with the muse, but he promises that on his first free moment he will dash us off a ballad.

Charlie Weller, foreman in charge of the mudjacking work being performed for the U. S. Army at the Somerville Quartermaster Depot, received a painful eye injury when a section of the hose through which the "mud" was being pumped blew out, scattering the "mud" all over the place. A piece of it struck Charlie in the eye and medical treatment was required. Just imagine Charlie's response the next time somebody toasts him with "Here's mud in your eye"!

It's wedding bells for Bill Rackowski! Word has been received of Bill's recent marriage to Miss Lillian Johansen, of Minneapolis, Minn. The marriage took place on Sunday, June 27th, in San Francisco. Bill, now Lt. Rackowski, is stationed at Camp Roberts, California.

## IN THE "GOOD OLD DAYS"



Quite a few of our veteran employees well remember when the antiques pictured above were the last word in automotive equipment. This was back in the days of World War 1, when a good twelve miles an hour thrilled many a driver, and when hand cranking and hand hoisting were still considered part of the day's work.

The luxuries of modern trucks were unthought of in 1917 as a glance will disclose. Apparently the lack of windshields was compensated for by the "nifty" side curtains, and judging from the far truck, a driver was fortunate to have a top over his head. Hard tires were the rule of the day, and if a load were particularly heavy, sometimes a crew of four men was sent with the truck for the purpose of cranking up the body. Hydraulic hoists were just coming into being.

These Packard trucks and their Kelly and White counterparts were the pride of the Equipment Division, or rather the Convict Labor Division, for it was not until 1920 that the Equipment Division came into being. The care these old fellows received is best attested to by the fact that the last Packard was not disposed of until 1941. In fact some fifty Mack trucks which appeared on the scene only a year later are still used for snow removal on many of the secondary State Highways.

Today's high speed, well equipped trucks are a far cry from their prototypes of the last war, but no more so than the division entrusted with their care. The modern plant at Fernwood is recognized as one of the finest of its type, and many a word of praise has been showered upon the Department by concerns whose business it is to keep large fleets of trucks rolling.



Old equipment shed at Monmouth Junction

Men who have witnessed this evolution of the last twenty-five years, such men as Harvey Butterfoss, to whom we are indebted for the pictures, Robert Martin, Joseph Havran, Willard Emmons, Fred Boulden and Morris Hunt are unanimous in their enthusiasm for the progress made. Perhaps, once in a while there is a note of nostalgia in their voices as they recall such instances as the day when a few men, armed with picks and shovels, loaded a barrel or two of tar into one of the trucks and started off to repair a piece of road. That was the beginning of the Maintenance Division. Or the time Butterfoss pushed a plank scraper to the front of one of the trucks and rugged snow from a New Jersey highway for the first time.

Memories such as these are the foundation of tradition, but it is well to remember that twenty-five years from now folks will look back just as fondly to the "good old days" of 1943 — or maybe laugh a bit at the modern trucks of today.

fornia, a member of Company C, 78th Bat., 16th Inf. Training Regiment. He and his bride are residing at Atascadero, California, (Box 188). Congratulations, Bill!

It is with regret that we report the passing of George Laub, of 525 Water Street, Belvidere. George had been employed by the Department for over twenty years, working first under Foreman Amzi Lantz, now retired, and of recent years for Ramon Hildebrand up in Warren County.

William Barnett, employed in Foreman John Faherty's maintenance crew, recently underwent an operation at a local hospital. He came through the operation in fine style and on last report was recuperating nicely.

Everett Dawson, member of the landscape maintenance crew now under Foreman Dominick Parillo, was seriously injured in an acci-

dent which occurred in New York City on Saturday, June 27th. Dawson was removed to the Downtown Hospital, New York, suffering from internal injuries and a possible fractured skull. At this writing full details are not available, but we sincerely hope for an early recovery.

Word has been received of the death of Thomas Lowell Young, 13 year old son of John R. Young, of Corbin City, who died at the Atlantic City Hospital recently following an attack of pneumonia and ascending paralysis. Our sincere sympathy is extended to Mr. and Mrs. Young in their loss. In addition to the parents, there are surviving four sisters and six brothers.

### Remember to write

### The boys who fight